

DOT RESPONSE TO FORT AVE. BRIDGE CLOSURE CONCERNS RAISED BY LOCUST POINT CIVIC ASSOCIATION

The Department of Transportation has reviewed the concerns and ideas raised at the Locust Point Community Association board meeting in January. A suggestion was made regarding a different method of staged construction which has been reviewed in good faith by DOT engineering and AECOM consultants. Due to the existing placement of beams, structural integrity of the remaining bridge section (during initial stage), DOT cannot support this proposal. In the course of this review, it was determined that the north sidewalk can remain open to pedestrians/bicyclists only for most of the construction duration. (The cost of keeping the northern sidewalk is roughly \$200,000.)

Since the early December meeting, DOT has had additional consultations with other City agencies, CSX, etc. to address concerns raised by LPCA. Changes to our initial mitigation matrix are highlighted in yellow in the chart below.

Issue	Response
Retaining wall height	With the assistance of Del. McHale, DOT has received a waiver from the 23' bridge height requirement to allow the bridge to be 21'6" from center of track. This reduced the retaining wall height from approx 5' to less than 2 ½'
Traffic and Parking due to foot races, etc.	Except for the Baltimore Marathon, the City has agreed to deny all permits for races and other major planned special events during the period of the bridge closure.
Fire/Emergency Access	<p>DOT and the Fire Department are working to provide a temporary trailer for use by the BCFD on the east side of the bridge, most likely at the fire boat located at Fort McHenry. BCFD would staff Fire and EMS as appropriate. Fire Dept. has preliminarily said that it will exempt Locust Point from rotating closures.</p> <p>IF THE SIDEWALK REMAINS OPEN: DOT and Fire Department are exploring options to locate fire/EMS apparatus immediately east of the bridge which would be available to fire/EMS crews by foot.</p>
Local Bus and Truck Traffic	DOT is working on detour routes and traffic signal timing changes. At this point, it appears that the primary detour routes will be Andre

	<p>Street/ McComas Street (for trucks, motor coaches and passenger vehicles) and Key Highway East to Hull Street (for buses and passenger vehicles.) DOT will work w/ GPS routing companies and motor coach industry to encourage compliance.</p> <p>During the bridge closure, DOT will remove the existing metered parking spaces at Key/Key Hwy East to improve traffic flow for vehicles exiting the Locust Point community.</p>
<p>Student access to FSK elementary school</p>	<p>DOT has worked with MTA to accommodate students coming from the South Baltimore area and west side of bridge. Student bus passes will be issued and existing select bus trips will re-route along Key Hwy East to Hull Street.</p>
<p>Seniors/pedestrian traffic/access to Southside Marketplace</p>	<p>Buses will travel their normal route from Ft. McHenry, then divert at Hull Street to Key Hwy East, returning to Lawrence Street at Fort Ave for same access to Southside Marketplace as today.</p> <p>We are working w/ MTA to permit passengers who travel from east of bridge to Southside Marketplace to travel for free.</p>
<p>CSX operations</p>	<p>DOT has met with CSX and two agreements have been reached:</p> <ol style="list-style-type: none"> 1) CSX will alter the operating times of its "transflo" yard adjacent to Andre Street such that train switching operations will occur from 7:00 PM to 4:00 AM. 2) DOT & CSX will establish an electronic communications mechanism to notify residents, employees, etc. when a train is approaching the Key Hwy/Hull Street intersection and may be blocking the tracks. DOT will work w/ LPCA, Key Hwy Business Assn., etc. to populate a database of emails, phone #s (for texting), twitter accounts, etc. for rapid communication. Please note that very little notice may be available due to CSX

	operating parameters.
Utility Coordination	BGE intends to complete its work (at least along Hull Street, if not entire project) prior to bridge closure. Water has agreed to defer its work until the bridge has re-opened.

DOT remains committed to working closely with LPCA and other stakeholders on this project. As an incentive for full closure of the Fort Avenue Bridge, DOT offers up to \$500,000 for eligible mitigation and community enhancement measures. In order to be eligible, such measures must be related to surface transportation. DOT is open to discuss any suggestions that may be offered by LPCA. For LPCA's consideration, we offer the following suggestions:

- \$50,000 for direct monitoring/mitigation activities such as monitoring of noise, air quality, vibration, etc., indirect business assistance such as marketing, signage enhancements, etc.
- \$225,000 for design and construction of measures necessary for the establishment of a FRA "Quiet Zone" in Locust Point.
- \$200,000 for street resurfacing in Locust Point.
- \$25,000 for neighborhood traffic calming